

Rpt. 9

Date of writing report 9th Feb. 1962 Received London Port TAIPEI No. 61-9-26
Survey held at Keelung & Kaohsiung No. of visits 3 First date 24th Aug. 1961 Last date 6th Sept. 1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 41571 Name M.V. "UNION RELIANCE" Gross tons 7638 Date of build 1940
Owners China Union Lines, Ltd. Managers Port of Registry Keelung
Engines made St. Louis By Busch-Sulzer Bros. Type 4 Oil Engines 2SA each 7 Cy.
No. of Main Engines 4 No. of Screws 2 Records of Survey & Special Notations as per Register Book 520 x 700 mm with electro-magnetic slip couplings & SR gearing
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 1 W.P. 100 lb/sq. in.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Wear & Tear & CS
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
100 A1 with freeboard	LMC
SS 2/57	CS 3/57
Dkg 4/61	ABS 5/61
	TSCL 4/60

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD FORWARD
1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 3, 4, 5, 6 & 7 Good Please see Rpt. No. 7 cyl. block
2 Valves & Gears Nos. 1, 2, 3, 4, 5, 6 & 7 Good
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed is eligible, in my opinion, to remain as classed with fresh record of CS (with date) on completion subject to the starboard side forward Main Engine No. 7 cylinder block metalock being further examined and dealt with as necessary by the end of December 1961 (3 month limit) subject as previously recommended.

THURSDAY 22 MAR 1962

Date of Committee
Decision

for Header

Acting Engineer Surveyor to Lloyd's Register of Shipping

Henry S. M. Tan

003479-003486-0016

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If certificate is required state where to be sent...

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receiver & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION

PORT

ELECTRICAL EQUIPMENT
STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear & Tear :

Main Engine : Starboard side forward main engine No.7 cylinder block leakage, in way of old metallock repairs.

Now Done : Plastic cement coated in way metallock area and joint made tight. No metallock repair work is available at this port. Permanent repairs deferred and to be dealt with by the end of December 1961 (3 mos limit), considered efficient meantime.

LEAVE THIS SPACE BLANK

Survey fees ... \$ 90.00
(75% to be credited to the Surveyor)

Damage fee ...

Expenses ...

Date when A/c rendered

2020

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